ference to the passengers for they would have been willing to use a wheelbarrow if they could have got it.

Reporters flocked to the general offices of the "L" road system to learn the why and wherefore of the failure of the "third-rail" system to live up to the promises heralded for it. The general manager, the superintendent and other big guns were busy keeping out of sight behind ground glass partitions and it was said that a public statement would be made later in the day as to why scores of thousands of New Yorkers were held up between stations in stalled "third-railers" on their way to business to-day.

The mountain of general managers, superintendents and chief high inspectors labored very hard and finally brought forth this mouse-like state-

## GUILTY, BUT IT WON'T HAPPEN AGAIN.

"There has been an unavoidable delay in delivery of the devices which are to be fitted to each motor car for keeping contact rail clear of sleet. The apparatus is now arriving in quantity and will no doubt be installed, before another storm, in sufficient numbers to prevent

From his high perch in the skyscraper at No. 100 Broadway Forecaster Emory expressed the opinion at noon to-day that the storm would keep up until to-night, but he was pretty sure that by to-morrow it would be all over

An inch and a half of snow had fallen at that hour according to the Government guages. This is not much for New York, and probably it kicked up more fuss than ever any storm of its size, owing to the "L" road's state of unpreparedness for it.

"This storm was predicted yesterday," said Mr. Emory. "The storm signals were set all along the Atlantic coast, and they will be kept set, for the wind is forty-five miles an hour and will probably keep up. At 8 o'clock this morning the temperature in New York was 34 degrees, but the thermometer is going down and it will get below freezing. To-morrow it will be considerably colder and cloudy.

"The storm is very widespread in its extent. South of Washington it is raining. North of there and as far up as Portland it is snowing. The temperature in New England ranges from freezing to 14 above zero. Up the State it is colder than here. For instance, at Binghampton it is 16 degrees above zero.

"Temperatures in the West and South are rising to-day, but in Montana a new cold wave has been born and temperatures have fallen considerably. In some parts of that State it is 18 degrees below zero." Mr. Emory said that on Dec. 2 and 3 of past year there was a storm of

almost identical proportions. It didn't make half the cocal fuss owing to the fact that the "L" road was then run by steam and was not tied up in About 1 o'clock this afternoon the weather cleared up somewhat and

traffic conditions in the street improved, but the high wind continued and the air became much colder.

Officials of the "L" reported that they were resorting to the use of their old steam engines very largely. By this means and the improvement in the weather the tie-up was practically conquered.

# "THIRD-RAIL" SYSTEM FAILS ON FIRST TEST.

SURFACE CARS HELP.

As soon as the tie-up of the elevated

sufficient surface cars to comfortably

But it was late and the crews to han-

and a raw wind, men hung on wherever

As the day wore on and the regular

tion was slow, and all the stations up-

town were jammed, even the stairways

board cars and were unable to make

as exaggerated, and those who did get

BRONX RESIDENTS HAD

guards with passengers. It was an hour

"Now, really, you know," he said,

A HARD TIME OF IT.

That 7 per cent, guarantee of the In- plays continued until the train crews terborough Rapid Transit Company on realized that their efforts were useless, the Manhattan Elevated stock didn't and abandoned all attempts at opening look a particularly good thing for the traffic. change of motive power from steam to electricity on the "L," the guarantee people to-day. Based on the must have given them the shivers when iey awoke to find the third-rail system complete fallure in the face of the roads was apparent the Metropolitan atwstorm which settled over the city tempted to fill the gap by running out

last night of elevated transportation since the carry the patrons of the "L." There has never been such a collapse famous blizzard of 1888, and this snowstorm is only a baby. People asked dle the cars could not be found. Conthemselves if a little flurry like this can the usual all-night service of the surput the whole system out of joint, what is going to happen when we get a real is going to happen when we get a real car was packed and jammed to the live snowstorm? Unless the officials of the "L" can obviate these difficulties it platforms, and although outside the the "L" can obviate these difficulties it is certain that they will have to go back

At 2 A. M. the Manhattan Elevated Railroad officials were aware of the fact tide of travel set in locomotives were that their third rail is not proof against brought into requisition, but the operasleet and snow.

As the storm grew in intensity, trains, most of them loaded with passengers, at being crowded. Many who could not first found great difficulty in moving and finally all of them were compelled their way downtown in the storm turned to abandon the attempt and they were back home, to make another attempt

As the third rail carries a deadly current of electricity it was the desire of the officials to so protect it with fenders that employees and others would not step or fall on it. A continuous board had the satisfaction of making the trip was attached to each side of the rail and getting to their places of business.

The snow and sleet banked into this groove and formed a coating in many places an inch thick. It was impossible for the shoe or dog attached to the car and which slides along on top of the third rail to pick the current up Bronx got across the Harlem Bridge at through the layer of ice, and the trains 7 o'clock. It was loaded to the very came to a stop.

It is only fair to say in their be- and a half before the next train got half, however, that the storm caught them unprepared. They have been afraid that it would come and do more It was said the trolley cars couldn't take. afraid that it would come and do more or less just what it has done. They It was said that the road carried in more persons on its suburban cars than it has since the ploughs which conduct the same from the third rail into the motor every kind of local transportation company was out of business. It took one train one hour and twenty minutes to get from One Hundred and Sixty-ninth

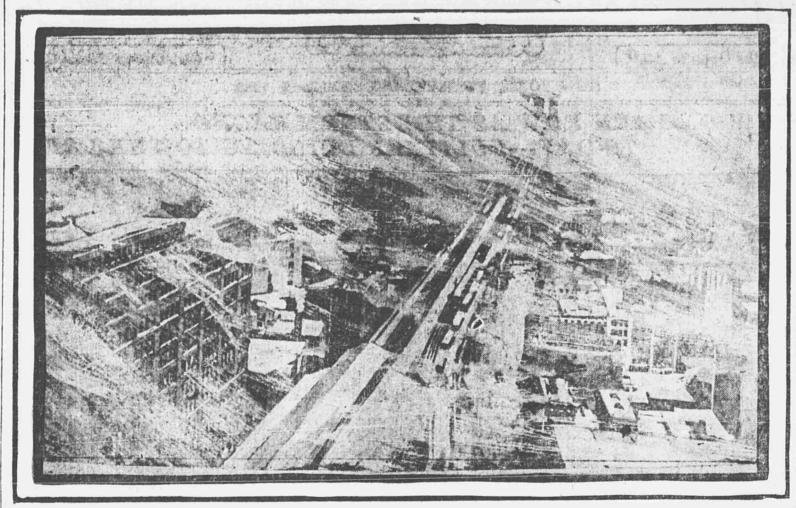
time in which to make deliveries. Some of the ploughs were fitted to-day nary running time is thirty minutes. with little brushes, but the sleety character of the snow made them useless. the up both in the Bronx and Manhatthan half of the cars were taken from They sild right over the ice which

off of the Ninth avenue tracks into Fifty-third street was stalled by and just at a point where it way Company there was much worry blocked the tracks of all trains, north Vice-President Skitt, who is the active south, it stopped and remained manager of the system, was out on the there, thus stopping up Ninth avenue road somewhere, trying to have the From 2 A. M. until daylight the four ment had been sent to various points were a fog. The pilots in the wheel-house of steel roadway were illusto work under his direction. Assistant Superintendent Grape was in charge of the office. He seemed greatly

the third rail in front of a stalled astonished that there had been a tie-up in and the cars would move a few of all the lines. til the shoe again struck the Then the separation of the shoe "this is the first I heard of it. Has the rail would cause great blue there been a delay? I do not think it to shoot out in all directions, could amount to much. Oh, heavens, no:

heat melting the metal and the third rall is an immense success, and

# the cars would reappear. For that matter it wouldn't have made much dif-THE PULITZER BUILDING AS THE BLIZZARD RAGED. 10 MEN SAVED



levice which would scrape the ice and snow off of the third rail in front of the shoes which pick up the current, he said he believed that such was true, but did not believe any of them had been delivered.

"Is it not a fact that in planning for the third rall the company neglected to plan for the device to keep the rail clear and that that negligence is the cause of the present inconvenience to the public?"

'Now, really, I did not know the pub-

"Now, really, I did not know the public had been put to any inconvenience."
This was the first severe test of the new third rail. The Second avenue line was the first to be equipped with electric motive power, their first trains starting last April. The Third avenue began running electric trains soon after, but it was not until August that all trains were included. but it was not until August that all trains were included.

The first electric trains on the Sixth avenue line ran only to Fifty-eighth street in September. In October the third rail was extended to Harlem and since then work has been going on with the extension of the third rail to the Ninth avenue line, which has been operated exclusively by steam.

At 8 A. M. to-day the weather conditions were at their worst. The temperature fell several degrees and the rain turned to snow. The wind freshened and the weather assumed the proportions of a blizzard. In a half hour an inch of snow fell, forming a crust on the slush which had already covered the city

### SIDEWALKS BLOCKED. BAD IN THE STREETS

The snow became so heavy that vision was limited to a short distance. Sideface roads was imperceptible. Every weather was cold, with sleet and snow

ane ordinary condition of jammed cars

The first "L" train to come out of the

# SLOW IN BROOKLYN

The storm had no effect on the Brook lyn elevated roads, but with the surfac lines traffic was slower and suffered many delays. In outlying districts the snow banked up on the tracks and the trolley wires became coated with ice, making it difficult for cars to move. Schedule time was not attempted. On lines running out of the city the One of the worst features about the number of cars was reduced. More

tan was the persistence with which the the Bergen Beach line, and the same and on the rail. This ice, together ticket-sellers continued to dispose of was true with the Coney Island and

They sild right over the ite with the strong that formed on the rail. This ice, together with the snow which drifted into the guily formed by the protecting guard of wood ail along the steel rail, prevented the feeding of the current into the motors, and made the road almost useless for five hours.

ELECTRIC TRAIN

BLOCKED THE ROAD.

The trains drawn by engines on the Ninth avenue line kept the tracks clear for awhite, but at 2.30 A. M. a Sixth to make the persistence with which tried to the dispose of tickets. The City Hall station was so jammed with passengers from Brooks of the current into the police interfered and refused to allow any more persons to mount the streets as soon as the storm stopped. The biting wind and stinging snow, as they did for that matter on every station in town, waiting for the trains that moved not at all or so rarely that they made no impression on the great crowds.

VICE-PRESIDENT SKITT

TAKES ACTIVE HAND.

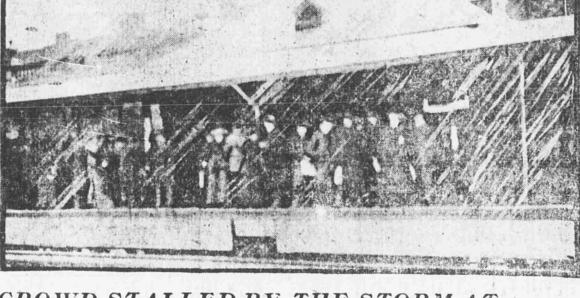
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VICE-PRESIDENT SKITT

TAKES ACTIVE HAND.

tation, which the officials had trains moved, and the other officials heavy fall of snow, which made river ed to keep open with locomotives. | connected with the operating depart- navigation as dangerous as though there w over both rivers and the signal bells at the ends of the ferry plers were kept ringing all day to guide the travelling beetles safely to their slips.

The Sound steamers got in practically on time, although some of them were obliged to slow down, not so much from the billnding snow as front the rough seakicked up by the high wind, which ranged around forty-five miles an hour.



# CROWD STALLED BY THE STORM AT

was limited to a short distance. Side-walks became blocked, thus adding to the inconvenience of the thousands who go from their homes to their places of business in the morning.

The Metropolitan and Third Avenue companies sent out all their snow plows to keep the surface lines open, and the elevated, which had been blocked by sicet and ice, now found itself being buried with snow. The first real storm of the winter had come with a vengeance.

About the chasm-like streets in the sky-scraper district the wind varried the snow in miniature cyclones, which hurrled the pedestrians along or retarded them, drove vehicles against cars and caused confusion everywhere in the big city.

The storm was especially bad on the horses, that slipped and struggled under heavy loads, making little headway. In the downtown streets there were fams of trucks and the surface cars fams of trucks and the surface cars fams of trucks and the surface cars with his bair-frozen feet.

Who arrested and taken to the West Sixty-eighth street, clad only in a fagged shirt and threadbare trousers with his bair-frozen feet.

Who arrested and taken to the West Sixty-eighth street, clad only in a fagged shirt and threadbare trousers with his hair-frozen feet.

Who arrested and the was which cold. He told the serve heavy loads, making little headway in the downtown streets there were fams of trucks and the surface cars.

In the downtown streets there were fams of trucks and the surface cars.

Who have a venture of the true and the cold the serve and the surface cars.

Who have a venture of the true and the cold the serve and the surface cars.

Who have a venture of the true was a venture of the proposed to be station have a venture of the proposed to the station.

Allie Keekan, sixteen years old, was such to the Presoynters of the proposed to the venture of the proposed to the was allowed the month.

Allie of the fall of the was allowed to the was allowed the proposed to the station of the proposed to the station of the proposed to the station of the

heavy loads, making little headway. In the downtown streets there were y fams of trucks and the surface cars were frequently delayed by animals per that could not keep their feet and fell on the tracks, stopping traffic. At that hour a locomotive cleared the downtown track on the Third avenue road, and twenty trains followed it into the City Hall stations, all crowded and coming together.

In Brooklyn the elevated roads operated by electricity were not inconventenced by the storm because they have no fenders about ther charked rails. Consequently the shoes of the trucks moving over the rail kept it clear.

ONLY SURFACE CARS

SLOW IN REPOOKLAN.

## HACKENSACK MAN FORETOLD STORM.

The more it snows to-day, the more at the delay in cars, the happier is the Hackensack weather prophet.

He predicted snow to-day. The Gov-

rnment sharps played safety and said the court, there might be snow. With them it was snow "er rain." The Hackensack forecaster, who rejoices in the name of A. poor. J. Devoe, played snow hard and won.

So that if it snows twelve inches he will be twice as happy as if it snows

## TELEGRAPH WIRES DOWN EVERYWHERE.

New York's telegraphic connection ith the rest of the country was sadly npaired by the storm. East of New York the snow and wind had swept down hundreds of miles of wire, and it was almost impossible to get connec-Vice-President Skitt, who is the active manager of the system, was out on the trains moved, and the other officials connected with the operating department had been sent to various points to work under his direction.

Assistant Superintendent Grape was in charge of the office. He seemed greatly astonished that there had been a tie-un of all the trains and the office. He seemed greatly astonished that there had been a tie-un of all the trains as much worry.

FERRYBOAT PILOTS.

The service was almost impossible to get connection by telegraph or telephone with New England boints. The service was also badly impeded throughout all New York State, where a great deal of snow had fallen in the heavy fall of snow, which made river navigation as dangerous as though there which has proved disastrous to the wires, and it was almost impossible to get connection by telegraph or telephone with New England boints. The service was also badly impeded throughout all New York State, where a great deal of snow had fallen in the leavy fall of snow, which made river navigation as dangerous as though there which has proved disastrous to the wires, and all that section of the country, as well as that to the west of Washington, is badly crippled.

# TO SLIPPERY STREETS.

Patrolman George Haphmaker, of the West Sixty-eighth street station, who lives at No 888 Ninth avenue; fell on

the third rall is an immense success, and while of course installing and operating it costs us a great deal more than the old way, we are determined to sacrifice dividens to give the people a fine service." While Mr. Grape was talking he was employing scores of men, who were in the hall waiting, and was sending them out to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the blockades. When to work under Mr. Skitt and his aides in clearing the people a fine service." While Mr. Grape was talking he was ending the house at No. 426 Columbus avenue, fracturing his left leg. He was removed to Roosevelt Hospital.

As Matthew McSweeney, thirty-seven years old, of No. 641 West Forty-fifth street, was leaving the house at No. 430 Columbus avenue, where he had been dividence. When the was suggested that the company had contracted for a mechanical of No. 122 West End avenue, was found

ears are being delayed by icy rails. During the gale which accompanied the snow storm about a score of telegraph oles were blown across the Harlem tracks at Fleasantville, stalling the Chatham train No. 10, loaded with commuters, for some time. The storm caused many lawyers and jurymen in Little snow has fallen. opple have to fume and fret and swear muters, for some time. The storm attendance at the December term of the Supreme Court to be late in reaching STORMS IN ENGLAND

The sudden drop in the temperature has caused much suffering among the It is impossible to buy coal in Moun

He is not an unamiable man, but the Vernon, New Rochelle, White Plains jealousy of his profession makes him and other towns, and it is feared that glad to see Forecaster Emery fall down. many will literally die from the lack of heat. In Yonkers thousands of poor factory hands are suffering from the cold. In Mount Vernon Mayor Fiske is urg-ing a plan to cut down all the old trees and distribute the wood among the poor.

## SIXTY-MILE GALE IN THE CATSKILLS

CATSKILL DEPOT, N. Y., Dec. 5 .blizzard struck the Catskill region early to-day. The wind is blowing a sixty-mile gale and traffic is delayed.

# ENTIRE EMPIRE STATE COVERED WITH SNOW.

(Special to The Evening World.)
ALBANY, N. Y., Dec. 5.—From Mon tauk Point to Buffalo the State of New storm began here early this morning and is still in progress. The surface cars are slightly impeded, but the company has employed hundreds of extra men, who are keeping the road open. trains are from one to five hours late.

Schenectady Snowbound. Schenectady Showbould.

SCHENECTADY, N. Y. Dec. 5.—
Up to noon about eight inches of snow had fallen here. The local trolley service was badly crippled and cars on the interurban divisions extending into Albany and Watervliet were greatly delayed. The eastbound trains on the New York Central Rallroad were several hours late, but thus far the westbound service is being maintained as per its schedule.

Great Drop in Temperature,

# AND ON CONTINENT

LONDON, Dec. 5. - Bitterly cold weather continues to prevail throughout the United Kingdom. Gales and seas interfere with the channel traffic seas interfere with the channel thanks and there have been many minor casualties among the shipping.

The fall of snow is general, including the channel islands, which is almost unprecedented. Londoners expect skating Sunday. Similar conditions exist on the

## VESSELS IN PERIL OFF CAPE HATTERAS.

(Special to The Evening World.)

NORFOLK, Va., Dec. 5.—The Virginia and Carolina coasts are to-day storm swept. All telegraph wires to Capes Henry and Hatteras are down, and no word can be had from these points where shipwrecks usually occur during such storms. There are great fears for all shipping at sea.

The wind blew sixty miles an hour here this morning, doing great damage.

# LAY WOUNDED IN STORM.

York is covered with snow to-day. The Found in Area of His Home-Police Think Man Shot Himself. Harry Frink, twenty-five years old, re-

siding with his parents at No. 588 Mon-roe street, Brooklyn, was found in the irea of his home early to-day with a Gale at Catskills.

Gale at Catskills.

CATSKILL, N. Y., Dec. 5.—The wind is blowing a sixty-mile gale and traffic is celayed.

Very Celd at Port Henry.

PORT HENRY, N. Y., Dec. 5.—A terrific snowstorm began here at 9 o'clock this morning. The thermometer registers 19 degrees below freezing point, bullet wound in his head. Mrs. Frink.

# FROM SCHOONER OVER TEUTONIC

Crew of R. F. Pettigrew Taken White Star Liner Buffeted by on Board Charles H. Sprague in Heavy Sea off Cape Hat-

Great Hole Had Been Pounded in Side of the Water-Logged Vessel, and She Was About to Sink When Help Came.

pecial to The Evening World.) PORT CHESTER, N. Y., Dec. 5 .- The men from a water-logged vessel in midocean.

The Sprague, which is 260 tons burden, was off Cape Hatteras on Nov. 13 when grew, water-logged and about to sink. With great difficulty the crew were of the long trip. aken aboard the Sprague during a neavy sea, which threatened at every noment to send both vessels to the botom. Then the Pettigrew was abandoned and later burned by a passing steamer, as she was a derelict and a menace to travel.

### BIG STORM SWEEPS OVER MANY STATES.

PHILADELPHIA, Dec. 5 .- Raffroad rvice in all directions is badly crippled and telegraph and telephone wires are prostrated. Throughout the anthracite oal region the fall of snow is reported

BALTIMORE. Dec. 5.—Two and a half nches of snow have fallen here, and the torm still continues.

Real Thing in Oregon. BAKER CITY, Ore., Dec. 4.—A snow-storm has been raging in this section for thirty-six hours and the ground is covered to the depth of one foot. All traffic is delayed.

Way Down in Mississippi. VICKSBURG, Miss., Dec. 5.—A cold wave accompanied by rain, snow, sleet and a stiff southwest gale, struck this section of Mississippl early yesterday and raged furiously all day. Snow, the heaviest seen here in many years, fell for several hours.

Shivering in Iowa.

SIOUX CITY, Ia., Dec. 5.-To-day was he coldest of the season, 9 degrees be-

BAKER CITY, Ore., Dec. 5.—A meagre report has reached here of an immense showshide which occurred at Cornucopia last night. No details are obtainable, except that two miners were killed and of the is six

Cold Ways and Cold Ways are considered to the constant of the con

BIRMINGHAM, Ala., Dec. 5.—A cold wave reached Birmingham yesterday and caused a drop of 30 degrees in temperature. It was accompanied by a high wind, rain and snow. The wind is reperature, it was accompanied by a high wind, rain and snow. The wind is reperature age west of this city.

BIRMINGHAM, Ala., Dec. 5.—A cold wave reached Birmingham yesterday and caused a drop of 30 degrees in temperature. It was accompanied by a high wind, rain and snow. The wind is reported to have done considerable dambaged was transferred from the Presbyterian age west of this city.

Schooner Ashore Near Baltimore. BALTIMORE. Dec. 5.—The schooner
L. Herbert Taft, which safled yesterday
for Port Tampa, is ashore in Patapsco
River on Bodkin Point. Tugs have been
sent to her assistance.

Upon her arrival at Belevue Detective
McGirr asked her who performed the
operation. Mrs. Blackman accused Mrs.
Rate Scack, of No. 223 Lexington avenue. Mrs. Scack was locked up in the
sent to her assistance.

# BIG GALES SWEPT

Seas During Entire Voyage and the Passengers Were Ordered to Remain Below.

RESCUERS RISKED LIVES, ALL NIGHT AT QUARANTINE.

Trip Completed Without Accident to Mar It, and Singers and Other Musicians Gave Dally Concerts-Slowest Voyage of the Ship.

From the time she left Queenstown until she tied up at her pier to-day the Charles H. Sprague, a three-masted White Star liner Teutonic was buffeted schooner, entered the Port Chester har- by northwest and southwest gales and por this morning, after an eventful towering head seas. The time of the voyage, during which it rescued ten voyage was seven days, 13 hours and 56 minutes, about the worst ever made by the Teutonic.

Few of the passengers had the nerve to venture on deck, and on some occashe sighted the schooner R. F. Petti- sions, notably during the second day rew, water-logged and about to sink.
When Capt. Harper hove to alongside passengers should remain below. Forhe Pettigrew the vessel, which was tunately no accidents marred the voyheavily loaded and bound from Savan- age, and among the eighty first cabin nah, Ga., to Portland, Me., was almost passengers there was such an array of filled with water, which was pouring singers and musicians that daily conhrough big holes made by heavy seas. | certs served to while away the tedium

The storm that is sweeping over New York to-day was encountered by the Teutonic yesterday evening off Fire Island, and was the flercest of the voyage, It was dark as nitch when the steamship arrived at Sandy Hook and the mailboat came alongside to take off 2,038 bags of mail.

Transfer of Mail Exciting.

The driving storm of sleet and snow shut out the view of light and the little mailboat was bounced against the towering sides of the big liner with such force that it was feared she would be stove in. The transfer of mail was one of the most exciting incidents of the

to be very heavy and it is drifting badly, necessitating the shutting down of many collieries.

George Sherverton, driver of an express wagon in this city, becoming confused by the snow, drove his team into a trolley car and received injuries from which he died.

Baltimore's White Mantle.

BaltIMORE. Det 5.—Two and a half inches of snow have fallen here, and the storm still continues.

From Sandy Hook the Teutonic felt her way up the lower bay and the Narrows way up the lower bay and the From Sandy Hook the Teutonic felt her

tarpaulin fast over the forward hatch. While at work he was picked up by a sea that came aboard and huried the width of the deck. Just as it seemed that he must go into the ocean another sea came aboard and buffeted him back agair. Three or four times he made the round trip across the deck, batted from wave to wave, until he managed to secure a grip on a stanchion and held on until rescued. Beyond a wetting and a scare he sustained no injury.

Comes Here to Live.

Mr. A. Brandt, formerly one of the most popular pursers on the White Starline, has determined to become a citizen of New York. He said when he came off the Teutonic to-day that he is about to start a Bodega in the Tenderloin. A Bodega is a hotel on the English system, with a magnificent tap room in which all idenors are drawn from the criginal packages in sight of the customer. Mr. Brandt believes that the English system, with the addition of all American improvements in hotel construction and management, will make his place one of the show places of the city.

in a Serious Condition. in a serious condition from the effect of an operation.

Upon her arrival at Bellevue Detective



Here you always obtain a good sized diamond for your

money—not a pin-head. Those who wish to purchase fine

jewelry without paying extortionate prices should come directly to us to buy their Christmas Gifts.



\$200.00; our

Dumb -bell

inks, solid

gold, genuine

centre; worth









Knot Scarf

Pin, solid

gold, set



Pretty solid Gold Brooch or Pendant, centre; worth

with genu Fourteen fine diamonds; in e dia-Roman finish, solid gold; mond, our \$5.50; \$1.50 \$15; special \$3.50 our price...... \$25; \$1.25

How to Reach Our Establishment 3d or 6th Ave. "L" to Grand Street; Surlace Cars—Broadway to Grand Street, Madison, Second and Third Avenue Cars to Broome Street and Bowery; from Bridge-All Cars Pass Door.

Open Evenings until 8. Saturdays till 11.